

FINANCIAL AND COMMERCIAL.

MONEY AND STOCKS.

New York Financial Market.
NEW YORK, April 23.—Money—On call continues easy at 1 1/2 per cent, closing at 1 per cent. Prime Commercial Paper—4 1/2 per cent. Foreign Exchange—Moderately active and prices steady. Actual business, 450,000.
Sales of stocks to day aggregated 150,150 shares, including the following: Delaware, Lackawanna and Western, 9,700; Kansas and Texas, 1,000; Northwestern, 5,700; New York Central, 11,700; Pacific Mail, 1,700; St. Paul, 17,700; Union Pacific, 23,600; Western Union, 3,500; New York Central, 7,800.
Government bonds are firm and without change in quotations. There was a sale of the 4's coupon at 127 1/2.
State bonds are steady, with no material change in quotations, and with sales of Missouri 6's of 1885 at 107.
The stock market has been very dull all day. Prices at the opening were generally a fraction off, but the decline was soon checked by a distribution of supporting orders, and throughout the remainder of the day the fluctuations were confined within extremely narrow limits until the close, when there was a slight rally, the market, however, finally closing somewhat feverish and dropping at quotations, which was a minority of cases, changes of only 1/4 per cent, as compared with last evening. The Northern Pacific, Pacific Mail and some of the very inactive stocks, however, made greater advances. The total sales of the day were 150,150 shares, a decrease from yesterday of 37,500, and of to-day's business Union Pacific, St. Paul and Pacific Mail contributed 30 per cent. Next to the stocks mentioned Western Union was the most active and all the Gold stocks were strong. Pacific Mail was up 1/4 above the closing price of last evening. The Missouri, Kansas and Texas shows a gain of 1/4 and the others 1/4 to 1/2 per cent. except Union Pacific which is unchanged. Missouri Pacific on a very small business is down 1/4 per cent. The granaries were firmly held, although at the close Northern Pacific sold off a fraction, and the final sale was made at a decline of 1/4 per cent. from yesterday. Northern Pacific preferred rose 1/2 per cent.

The directors held a long session to day, at which the case of the Oregon Railway and Navigation Company's property was considered and the matter finally referred to a committee consisting of H. R. Gentry, J. L. Smith, President of the company, and J. B. Smith, to investigate and report to the board at another meeting. Portland Island gained 1/4 and Oregon Short Line is up 1/4 per cent. on small sales. Pullman Palace Car rose 1/4 per cent. The coal stocks were extremely dull. The market continued to exhibit a strong undertone. The railway bond market has been active, especially for the Missouri, Kansas and Texas, and Oregon Short Line and Atlantic and Pacific bonds. The total sales of the day were 150,150 shares, an increase over yesterday of 37,500. Prices are generally higher.

The market closed with the following prices bid: United States 4 1/2, 127 1/2; 5's, 128 1/2; 6's, 129 1/2; 7's, 130 1/2; 8's, 131 1/2; 9's, 132 1/2; 10's, 133 1/2; 11's, 134 1/2; 12's, 135 1/2; 13's, 136 1/2; 14's, 137 1/2; 15's, 138 1/2; 16's, 139 1/2; 17's, 140 1/2; 18's, 141 1/2; 19's, 142 1/2; 20's, 143 1/2; 21's, 144 1/2; 22's, 145 1/2; 23's, 146 1/2; 24's, 147 1/2; 25's, 148 1/2; 26's, 149 1/2; 27's, 150 1/2; 28's, 151 1/2; 29's, 152 1/2; 30's, 153 1/2; 31's, 154 1/2; 32's, 155 1/2; 33's, 156 1/2; 34's, 157 1/2; 35's, 158 1/2; 36's, 159 1/2; 37's, 160 1/2; 38's, 161 1/2; 39's, 162 1/2; 40's, 163 1/2; 41's, 164 1/2; 42's, 165 1/2; 43's, 166 1/2; 44's, 167 1/2; 45's, 168 1/2; 46's, 169 1/2; 47's, 170 1/2; 48's, 171 1/2; 49's, 172 1/2; 50's, 173 1/2; 51's, 174 1/2; 52's, 175 1/2; 53's, 176 1/2; 54's, 177 1/2; 55's, 178 1/2; 56's, 179 1/2; 57's, 180 1/2; 58's, 181 1/2; 59's, 182 1/2; 60's, 183 1/2; 61's, 184 1/2; 62's, 185 1/2; 63's, 186 1/2; 64's, 187 1/2; 65's, 188 1/2; 66's, 189 1/2; 67's, 190 1/2; 68's, 191 1/2; 69's, 192 1/2; 70's, 193 1/2; 71's, 194 1/2; 72's, 195 1/2; 73's, 196 1/2; 74's, 197 1/2; 75's, 198 1/2; 76's, 199 1/2; 77's, 200 1/2; 78's, 201 1/2; 79's, 202 1/2; 80's, 203 1/2; 81's, 204 1/2; 82's, 205 1/2; 83's, 206 1/2; 84's, 207 1/2; 85's, 208 1/2; 86's, 209 1/2; 87's, 210 1/2; 88's, 211 1/2; 89's, 212 1/2; 90's, 213 1/2; 91's, 214 1/2; 92's, 215 1/2; 93's, 216 1/2; 94's, 217 1/2; 95's, 218 1/2; 96's, 219 1/2; 97's, 220 1/2; 98's, 221 1/2; 99's, 222 1/2; 100's, 223 1/2; 101's, 224 1/2; 102's, 225 1/2; 103's, 226 1/2; 104's, 227 1/2; 105's, 228 1/2; 106's, 229 1/2; 107's, 230 1/2; 108's, 231 1/2; 109's, 232 1/2; 110's, 233 1/2; 111's, 234 1/2; 112's, 235 1/2; 113's, 236 1/2; 114's, 237 1/2; 115's, 238 1/2; 116's, 239 1/2; 117's, 240 1/2; 118's, 241 1/2; 119's, 242 1/2; 120's, 243 1/2; 121's, 244 1/2; 122's, 245 1/2; 123's, 246 1/2; 124's, 247 1/2; 125's, 248 1/2; 126's, 249 1/2; 127's, 250 1/2; 128's, 251 1/2; 129's, 252 1/2; 130's, 253 1/2; 131's, 254 1/2; 132's, 255 1/2; 133's, 256 1/2; 134's, 257 1/2; 135's, 258 1/2; 136's, 259 1/2; 137's, 260 1/2; 138's, 261 1/2; 139's, 262 1/2; 140's, 263 1/2; 141's, 264 1/2; 142's, 265 1/2; 143's, 266 1/2; 144's, 267 1/2; 145's, 268 1/2; 146's, 269 1/2; 147's, 270 1/2; 148's, 271 1/2; 149's, 272 1/2; 150's, 273 1/2; 151's, 274 1/2; 152's, 275 1/2; 153's, 276 1/2; 154's, 277 1/2; 155's, 278 1/2; 156's, 279 1/2; 157's, 280 1/2; 158's, 281 1/2; 159's, 282 1/2; 160's, 283 1/2; 161's, 284 1/2; 162's, 285 1/2; 163's, 286 1/2; 164's, 287 1/2; 165's, 288 1/2; 166's, 289 1/2; 167's, 290 1/2; 168's, 291 1/2; 169's, 292 1/2; 170's, 293 1/2; 171's, 294 1/2; 172's, 295 1/2; 173's, 296 1/2; 174's, 297 1/2; 175's, 298 1/2; 176's, 299 1/2; 177's, 300 1/2; 178's, 301 1/2; 179's, 302 1/2; 180's, 303 1/2; 181's, 304 1/2; 182's, 305 1/2; 183's, 306 1/2; 184's, 307 1/2; 185's, 308 1/2; 186's, 309 1/2; 187's, 310 1/2; 188's, 311 1/2; 189's, 312 1/2; 190's, 313 1/2; 191's, 314 1/2; 192's, 315 1/2; 193's, 316 1/2; 194's, 317 1/2; 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762's, 885 1/2; 763's, 886 1/2; 764's, 887 1/2; 765's, 888 1/2; 766's, 889 1/2; 767's, 890 1/2; 768